

**Aldermen and present the petitions.** The strikers say that they have taken legal counsel on the point, and that the Mayor and the Board have full power to act in the premises.

"If the Mayor doesn't sign it," said Collins last night, "he'll have about 5,000 people lining his doorway every day this week and asking him why not."

**THE PETITION.**  
The petition is as follows:

To the Honorable the Board of Aldermen and Mayor of the City of Brooklyn,  
Whereas, the City of Brooklyn, through the Board of Aldermen and Mayor, has granted to the Brooklyn Heights, Atlantic Avenue and Brooklyn, Queens County and Suburban Railway companies the license and franchise to build and operate street railways as common carriers in the said city for the convenience and accommodation of the citizens, and has permitted them to charge the citizens a rate of fare that has enabled said railway companies to become enormously wealthy; and

Whereas, said license and franchise granted to said railway corporations is worth millions of dollars; and

Whereas, said valuable privilege has been grossly abused by said railway companies, who have violated the laws of the State, Nation and city, and have used the privilege granted to them in such manner as to result in vast loss and injury to the interests of the citizens of Brooklyn;

Now, therefore, we, the undersigned citizens of the City of Brooklyn do hereby respectfully petition and request the Honorable the Board of Aldermen and Mayor of the City of Brooklyn to immediately revoke and annul the license and franchise to build and operate street railways which has been granted by your honorable body to the Brooklyn Heights, Atlantic Avenue and Brooklyn, Queens County and Suburban Railway companies.

The resolution, which, by the way, half a dozen Aldermen are said to be anxious to introduce, is as follows:

Resolved, That ordinance No. 1, granting the privilege and license to the Brooklyn Heights, Atlantic Avenue and Brooklyn, Queens County and Suburban Railway companies, dated January 11, 1892, to build and operate electric street railways in the City of Brooklyn, be and the same is hereby repealed and revoked.

**A STRIKER SHOT BY A CONDUCTOR.**

John C. Weston, a non-union conductor on the Greenpoint and Myrtle-ave. line, shot and painfully wounded Joseph Fronzelle, a striker, who lives at No. 78 Duane-st., last evening. The shooting was the outcome of an attempt to drag Weston from the platform of his car, at Clay and Franklin sts., by a mob of several hundred people.

When the car was held up an attempt was made to pull the motorman to the street, but he was protected by the special policeman, who used his club freely on the heads of the mob. A rush was then made for Weston, who tried to get inside of the car, but was grabbed by some of the men. He held on to the brake, and several times he warned the crowd to desist or else he would shoot.

At this the crowd paid no attention, and continued to pull and punch him. Weston then drew a revolver and fired. The bullet struck Fronzelle in the back of the neck, and he fell to the street on his face. The crowd then scattered. Policeman Walsh, who heard the shooting, arrested Weston just as the crowd was returning and threatening to lynch him. Several officers came to his assistance, and the prisoner was safely lodged in the Seventh Precinct station-house and the injured man taken to the office of Dr. Benke, at Manhattan-ave. and Eagle-st., who dressed the wound.

**ASSAILED BY A VIOLENT CROWD.**

A crowd of strikers yesterday afternoon met trolley-car No. 3,394 of the Croton line at Bedford-ave. and North Tenth-st. and assailed it with stones and bricks. There were three women among the passengers at the time, and they fell on the floor of the car to escape missiles which crashed through the glass. The motorman and conductor were dragged from their seats and carried off. A squad of police from the Fifth Precinct soon appeared on the scene and charged the crowd. The car was badly damaged by the stones and bricks. The women in the car escaped injury, but, of course, they were badly frightened.

Several men boarded car No. 2,140 of the Greenpoint and Myrtle-ave. line yesterday at Franklin and Noble sts. and assaulted the motorman, James Batterton, and Special Policeman John Zipp, who went to the assistance of the motorman, was also badly handled. Both men had their injuries dressed by an ambulance surgeon. No arrests were made.

A large number of strikers late Friday night attacked car No. 3,331, of the South Fourteenth-st. line, at Leonard and Meserole sts., and after dragging the motorman, conductor and special policeman from the car, they went to the office of Dr. Benke, at Manhattan-ave. and Eagle-st., who dressed the wound.

On the Atlantic-ave. line late on Friday night a conductor named Nicholas Herrig and a motorman named George Ewing were waylaid when their car reached Fifth-st. by a crowd. Ewing was dragged off the car and pounded black and blue. Herrig, who was also badly handled, was taken to the office of Dr. Benke, at Manhattan-ave. and Eagle-st., who dressed the wound.

Joseph Guillo, thirty years old, of No. 122 First-ave., was assaulted yesterday morning early by several men. He is a non-union conductor. His nose was broken and both his eyes were blackened.

Mrs. E. L. Burch, of No. 918 Madison-st., was struck in the face by a brick while riding on a Gate-ave. car at about 5 o'clock yesterday afternoon. The missile was thrown through the car window from the doorway of No. 833 Gate-ave.

**DEBS SAID TO BE IN BROOKLYN.**  
Master Workman Connolly said at a late hour last night that Eugene V. Debs reached Brooklyn last night from Chicago, and that he had had a conference with him lasting an hour at his house, No. 21 Floyd-st. Connolly said that Debs returned to New-York, where he is staying. He would not give Debs's hotel address.

Twenty men are said to have deserted from the East New-York carhouse last night and gone back to Cincinnati.

The strikers have given notice that they will help no more deserters to go back to their homes.

When it became known that the strikers would have a big demonstration to-morrow, Sheriff Butting called at Police Headquarters and

stayed there for some time. It was rumored that perhaps the Second Brigade might be called into service again.

A number of circulars are being distributed about the streets of Brooklyn calling upon the men who have taken the striking trolley cars to get out of the city, and if they do they are to be treated as outlaws. Others warn the public not to ride on the cars, saying that the roads are unsafe, owing to some throwing of stones and the use of force by the strikers. Others warn the public not to ride on the cars, saying that the roads are unsafe, owing to some throwing of stones and the use of force by the strikers.

The case against President Norton and Superintendent Benjamin Frick, of the Atlantic Avenue and Brooklyn, Queens County and Suburban Railway Company, for alleged violation of the Ten-Hour law, came up for examination yesterday before Justice Walsh in the Adams-st. court. The courtroom could not hold the railroad men, and the case was continued to get in.

Assistant District Attorney John C. Maguire represented the People, while Messrs. McCrossen and Morris looked after the interests of Messrs. Norton and Frick.

Benjamin Frick, of the company, said that he had been advised by the counsel of the company not to bring the articles of incorporation of the company into court. He said the original articles were in his Albany.

**NORTON VS. THE COURT.**  
Mr. Frick was asked if he had not received an order from the Court to produce a copy of the articles of incorporation, together with other documents. He replied that he had received such an order, but considered the order of the president imperative. He did not think that he had possession of the articles in his hands.

He was simply custodian of them, and subject to the orders of the president.

This caused a lively tilt between counsel, resulting in Justice Walsh saying that if the papers were needed he would send for them. James Dwyer, of No. 738 Fourth-ave., a striking motorman, testified that he had been compelled to work about eleven hours and a half. Other witnesses were examined, and finally Judge Morris said: "Your Honor, we will waive examination and go before the Grand Jury."

This ended the police court proceedings. Ball fixed at \$500, which was furnished by Secretary Frick. Judge Morris wanted the defendants paroled in his custody, but the opposing counsel put in a strenuous objection.

**VETOES BY THE MAYOR.**

Mayor Scherren yesterday sent to City Clerk Benjamin Jones three vetoes, one of which related to the resolution passed by the Board on January 21, regarding the licensing of motormen, and which reads in part as follows:

This Common Council does ordain that no man shall operate any trolley-car while carrying passengers, who is under the age of twenty-one years, or who is a resident of this State for one year and of the city for four months, or who has obtained a license for the purpose of such purpose, under a penalty of \$5 for every such offense, to be recovered from the owner or owners of such railroad car or cars.

The Mayor objects particularly to the restrictions upon men not residents who may desire to work for the companies. He says, in his veto, that it is contrary to the Constitution of the United States, which provides that the citizens of each State shall be admitted to all the privileges, immunities of citizens in the several States. Furthermore, he says, the Legislature has taken up the matter, and there can be little wisdom in passing such a resolution.

Another veto also relates to licensing motormen, and he says the same reasons are applicable against it as against the other.

Deputy-Sheriffs Hughes, Campbell and Terhune, who are credited on complaint of John Giff, one of the trolley strikers, on charges of assault, were arraigned before Justice Montevideo at Newtown, L. I., and held in \$500 each to answer at the Grand Jury. The alleged assaults were committed Friday night during the disturbances at the depot in Grand-st. Maspeth.

**TO COMPEL PUPILS TO ATTEND SCHOOL.**

THE COMPULSORY EDUCATION LAW TO GO INTO EFFECT ON JANUARY 1—ITS POSSIBLE EFFECTS.

The Legislature passed on May 11, 1874, an act amended on May 20, 1876, compelling the attendance of children between the ages of eight and fourteen years at public or private schools. Fourteen weeks in each year, eight weeks at least of which attendance should be consecutive, if not in attendance at public or private schools, home instruction for the same period was required. The last Legislature adopted on May 12, 1894, what is known as the Compulsory Education Law. This law required the regular attendance of every child between the ages of eight and sixteen years at school in which at least reading, spelling, writing, arithmetic, English grammar and geography are taught, or upon equivalent instruction by a competent teacher elsewhere than at school. A fine of \$50 is imposed upon parents or guardians who neglect the observance of this law, and upon firms or corporations employing children between the ages of eight and twelve during public school term time. The law goes into effect on January 1, 1895.

Teachers are required to supply accurate records of the attendance of all children between the ages mentioned. Provision is made also in the law for arrest without warrant of any child between eight and sixteen found away from home as a truant from instruction. A section also provides for the establishment of truant schools, that is, free schools set apart in separate rooms in public school buildings for children between seven and sixteen who are habitual truants from instruction.

Considerable interest is taken in the effect of this law, as well as in the ability of the officers to execute it. Superintendent John Jasper in his report of December 31, 1893, referred to the subject of compulsory education and the general interpretation of the old law, and said that there was nothing in that interpretation "to prevent children between the ages of eight and sixteen from leaving the school streets and in public places during school hours after they have completed their term of compulsory attendance—fourteen weeks in the year." He added that while the appearance of children of school age upon the streets during the day is not a new thing, investigation, however, carefully made, had proved that the law is not enforced.

The effect of the enforcement of the old law, as it appeared from this statement that during the year 1893 the number of children between the ages of eight and sixteen who were absent from school during the year 1893 was 1,360. This fact was also revealed in this table of statistics that truant was suppressed to a great extent. In 1892, 1,360; in 1893, 1,360; in 1894, 1,360; in 1895, 1,360; in 1896, 1,360; in 1897, 1,360; in 1898, 1,360; in 1899, 1,360; in 1900, 1,360; in 1901, 1,360; in 1902, 1,360; in 1903, 1,360; in 1904, 1,360; in 1905, 1,360; in 1906, 1,360; in 1907, 1,360; in 1908, 1,360; in 1909, 1,360; in 1910, 1,360; in 1911, 1,360; in 1912, 1,360; in 1913, 1,360; in 1914, 1,360; in 1915, 1,360; in 1916, 1,360; in 1917, 1,360; in 1918, 1,360; in 1919, 1,360; in 1920, 1,360; in 1921, 1,360; in 1922, 1,360; in 1923, 1,360; in 1924, 1,360; in 1925, 1,360; in 1926, 1,360; in 1927, 1,360; in 1928, 1,360; in 1929, 1,360; in 1930, 1,360; in 1931, 1,360; in 1932, 1,360; in 1933, 1,360; in 1934, 1,360; in 1935, 1,360; in 1936, 1,360; in 1937, 1,360; in 1938, 1,360; in 1939, 1,360; in 1940, 1,360; in 1941, 1,360; in 1942, 1,360; in 1943, 1,360; in 1944, 1,360; in 1945, 1,360; in 1946, 1,360; in 1947, 1,360; in 1948, 1,360; in 1949, 1,360; in 1950, 1,360; in 1951, 1,360; in 1952, 1,360; in 1953, 1,360; in 1954, 1,360; 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in 2270, 1,360; in 2271, 1,360; in 2272, 1,360; in 2273, 1,360; in 2274, 1,360; in 2275, 1,360; in 2276, 1,360; in 2277, 1,360; in 2278, 1,360; in 2279, 1,360; in 2280, 1,360; in 2281, 1,360; in 2282, 1,360; in 2283, 1,360; in 2284, 1,360; in 2285, 1,360; in 2286, 1,360; in 2287, 1,360; in 2288, 1,360; in 2289, 1,360; in 2290, 1,360; in 2291, 1,360; in 2292, 1,360; in 2293, 1,360; in 2294, 1,360; in 2295, 1,360; in 2296, 1,360; in 2297, 1,360; in 2298, 1,360; in 2299, 1,360; in 2300, 1,360; in 2301, 1,360; in 2302, 1,360; in 2303, 1,360; in 2304, 1,360; in 2305, 1,360; in 2306, 1,360; in 2307, 1,360; in 2308, 1,360; in 2309, 1,360; in 2310, 1,360; in 2311, 1,360; in 2312, 1,360; in 2313, 1,360; in 2314, 1,360; in 2315, 1,360; in 2316, 1,360; in 2317, 1,360; in 2318, 1,360; in 2319, 1,360; in 2320, 1,360; in 2321, 1,360; in 2322, 1,360; in 2323, 1,360; in 2324, 1,360; in 2325, 1,360; in 2326, 1,360; in 2327, 1,360; in 2328, 1,360; in 2329, 1,360; in 2330, 1,360; in 2331, 1,360; in 2332, 1,360; 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in 2459, 1,360; in 2460, 1,360; in 2461, 1,360; in 2462, 1,360; in 2463, 1,360; in 2464, 1,360; in 2465, 1,360; in 2466, 1,360; in 2467, 1,360; in